

### 3. PARKING DISTRICTS

#### GOALS

The goals of the district parking management recommendations are to:

- Establish district-based guidelines and standards to reduce the growth in parking supply for commuters.
- Build on the consensus reached in neighborhood planning processes with respect to local parking needs.
- Develop a regional approach to address parking management.
- Strengthen existing parking management zoning and other legal mechanisms.
- Use new technologies to optimize the use of existing parking supply before building new spaces.

A key policy initiative of *Access Boston 2000-2010* is the use of district based strategies to manage off-street parking. This section lays out the fundamentals of a comprehensive off-street parking strategy to be implemented in the coming years. First, existing district based parking management regulations are examined. Case studies of recently completed or ongoing neighborhood master planning and zoning initiatives are also identified. The Action Plan calls for tightening regulations to manage above normal growth in off-street parking supply. Finally, a summary chart details district-by-district parking goals.

As outlined in Section 2, over the last several years, growth in new off-street parking has occurred throughout Boston. Major new developments are under construction in Boston's traditional core, which includes the downtown, financial district and the Back Bay. In general, the core possesses robust transportation infrastructure and already has dense development, so that new developments tend to have incremental impacts. However, the roadway and transit infrastructure is at capacity.

Since the mid-1990s, neighborhoods just outside the traditional core have experienced significant development. Some of these districts have been historically industrial like the South Boston waterfront, Newmarket and sections of Charlestown and East Boston. Other new developments are adjacent to, or in the midst, of residential neighborhoods such as Chinatown, Fenway/Longwood Medical Area and the South End. These areas are served by fewer transit and highway facilities relative to the core and are subject to impacts stemming from new development.

The district-based approach allows the City to tailor its policies to the unique characteristics of each neighborhood. Factors considered include existing and planned land uses, access to transit, local street capacity, existing on and off-street parking supply, and the cumulative impact of proposed developments.

#### Parking Freeze Districts

Boston is unique among American cities when it comes to parking supply management. The Boston Air Pollution Control Commission (BAPCC) administers "parking freezes" (see Figure 12) that cap all or part of the parking supply in a geographic area. Boston's parking freezes are included in the State Implementation Plan (SIP). The SIP is approved by the U.S. Environmental Protection Agency. Since 1973, downtown Boston has been subject to a "freeze" on commercial parking, imposed by the Commonwealth and the U.S. EPA as a means to reduce air pollution and meet the Clean Air Act. It sets an absolute cap on public, off-street parking.

## PARKING IN BOSTON

In 1989, a parking freeze was added to East Boston to address the rise in airport-related parking uses in the neighborhoods. The East Boston Freeze caps rental car and park-and-fly operations, allowing only for their transfer out of the community and onto airport property. There is also a parking freeze at Logan Airport that is managed by Massport with the Massachusetts Department of Environmental Protection (DEP).

South Boston came under a parking freeze in 1993 when the Commonwealth imposed a cap on parking in order to settle a pending

lawsuit brought by environmental advocates over impacts from the Central Artery/Tunnel project. The South Boston Freeze applies to all parking (except existing residential) in the Piers and commercial/industrial areas and prohibits new remote parking in the residential area. The City of Boston drafted regulations and an inventory of parking in 1994 to comply with the state regulation. The Freeze has acted as a moratorium on new parking facilities. Recently, the BAPCC held public hearings on the latest draft regulations and is in the process of finalizing the inventory and implementing permit fees to fund freeze administration.

**Table 5 – Summary of Parking Freeze Areas**

LOCATION	OVERSIGHT	KEY ELEMENTS
Boston Proper	Boston Air Pollution Control Commission	Caps general public parking at 1975 level of 35,500 spaces. Allows BAPCC to grant exemption for certain types of spaces based on need (i.e., residential, hotel guest, employee).
East Boston	Boston Air Pollution Control Commission	Caps rental car spaces at 1989 level of 4,012 spaces. Caps park-and-fly spaces at 1,098 spaces.
South Boston <sup>1</sup>	Boston Air Pollution Control Commission	Creates three districts: <ul style="list-style-type: none"> <li>• South Boston Piers Zone with 16,623 parking spaces.</li> <li>• South Boston Industrial Zone with 16,453 spaces.</li> <li>• South Boston Residential Zone with 11 remote spaces.</li> </ul> Caps all types of off-street parking at 1994 levels. Provides for a 10-percent increase after the base inventory and rules are approved by DEP. Prohibits use of spaces in industrial and residential areas for remote parking to Piers area. Exempts residential parking spaces. Requires 10-percent set-aside for “off-peak” parking.
South Boston/ Massport <sup>1</sup>	Massachusetts Department of Environmental Protection	Caps all types of off-street parking in Massport area at 1994 level of 6,064 spaces in the South Boston Piers Zone and 2,933 Spaces in the South Boston Industrial Zone. Provides for a 10-percent increase after the base inventory and rules are approved by DEP. Exempts residential parking spaces. Requires 10-percent set-aside for “off-peak” parking.
Logan Airport	Massachusetts Department of Environmental Protection	Caps all off-street parking at 1989 level of 19,315. Requires maximum of 5,225 employee parking spaces and minimum of 115,467 commercial parking spaces. Includes provision to bring remote park-and-ride spaces onto the airport with a one-for-one increase in the Logan commercial inventory and a decrease in the East Boston park-and-fly inventory.

Note: 1. Massachusetts Department of Environmental Protection has not approved the inventory of spaces. The permit process will begin in Fall 2001.

## *Boston Proper Parking Freeze*

The Boston Proper Parking Freeze was imposed in 1973 and covers “Boston Proper,” and includes downtown Boston, Back Bay and the South End. Highlights include:

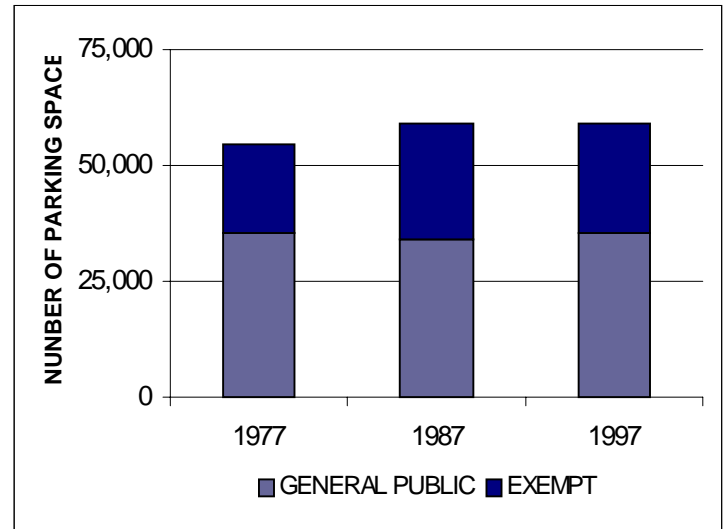
- *Public* spaces were capped at their 1975 levels of 35,500.
- BAPCC may grant exemptions to private off-street parking that is made available exclusively to employees, guests, patrons, customers, clients or patients of an employer in a building.
- Residential parking is outside the scope of the Parking Freeze and developers need only document how the general public will be excluded from these spaces.

The CTPS 1997/98 inventory identified 59,100 total spaces within the Parking Freeze area. While the total number of parking spaces increased by 9% between 1977 and 1997, the number of exempt spaces increased by 26%. (See Figure 13). Significantly, the growth occurred primarily between 1977 and 1987 when an average of 450 spaces per year was added to the supply. The off-street parking supply has remained relatively constant between 1987 and 1997. This reflects the impacts of an economic recession, the use of existing public spaces in the new development projects, and greater control exerted by BTM and BAPCC through the permit process.

The increase in exempt spaces is primarily a result of construction of employee spaces. During the same time period, the number of employees in the downtown increased by 15%. The increased number of employees pressures demand for parking. In response, long-term parking rates nearly doubled between 1977 and 1997. In addition, public parking became more difficult to find during the middle of the day as long-term parkers, such as employees, consumed the limited number of available spaces. This increases costs for businesses and for visitors, tourists and others who cannot “write-off” parking charges.

In the coming decade, parking conditions could change significantly in the downtown due to the construction of new parking facilities in new developments. As Figure 14 illustrates, the parking supply of the Boston Proper Parking Freeze area is anticipated to increase by 7% considering only projects that have been approved or are under construction. Most projects under construction will be open in 2003. Parking could increase by 17% considering both projects approved or under construction projects and those under review or proposed. The latter category will not be built for several years and some not at all.

**Figure 13**  
**Off-Street Parking Growth in Boston Proper**



**While the total number of parking spaces increased by 9% between 1977 and 1997, the number of exempt spaces grew by 26%. (Data Source: BAPCC, BTM and CTPS)**

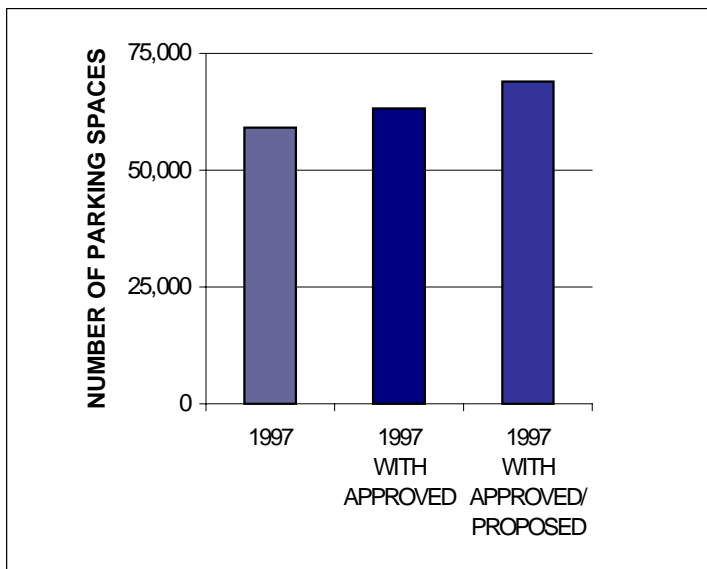


**The Boston Common Garage is used by area residents, shoppers and commuters.**



## PARKING IN BOSTON

**Figure 14**  
**Future Parking in Boston Proper**



Considering projects that are under construction or approved, the parking supply in the Freeze area will increase by an additional 7%. (Source: CTPS and BTS)



The Ritz Carlton project, originally permitted as Commonwealth Center in the late 1980s, was completed in 2001.

It takes time to complete large development projects. This was especially apparent over the last ten years when the economic downturn of the early-1990s affected project financing and schedules. The two projects that account for nearly all of the approved or under construction parking supply in Boston Proper and the Back Bay – the Prudential redevelopment in the Back Bay and the Ritz Carlton project near Downtown Crossing – were proposed and originally permitted in the late-1980s.

The economic downturn also reduced the average annual rate of parking spaces that were added to Boston Proper's parking supply. The rate of 450 spaces per year that was observed in the ten-year period from 1977 to 1987 will drop by 25%, even when projects that are currently under construction or approved are included in the total, due to economic downturn of the early-1990s.

The Ritz Carlton and One Lincoln Center projects, which are now under construction, are also examples of projects that incorporate “unattached” general public parking into the parking supply of the new development. “Unattached” general public lots and garages in the Boston Proper Parking Freeze area are freestanding facilities that are not part of a building or development. These facilities serve the general parking demand of area businesses and residential neighborhoods, rather than specific needs of a particular office building. A large part of the Ritz Carlton project is located on the former site of a surface parking lot that served Downtown Crossing and the Theater District. The One Lincoln Center site includes a parking garage and a parking lot that served Downtown Crossing, the Financial District and the South Station area.

The general public spaces in the Ritz Carlton and One Lincoln Center projects will be available on a “first come-first serve” basis. However, the added demand from the new uses in the development projects will increase competition for the spaces and ultimately increase parking costs and reduce parking availability. This is a positive trend to the extent that it makes driving a less desirable commuting option relative to other modes such as transit.



## *East Boston Parking Freeze*

The BAPCC oversees a Parking Freeze in East Boston that caps the number of rental car and remote airport park-and-ride spaces in the residential neighborhood around the airport. DEP approved the East Boston Parking Freeze in 1991 and the plan was approved by U.S. EPA as part of the 1993 amendments to the Massachusetts State Implementation Plan (SIP). The purpose of this parking freeze is to reduce off-airport parking and rental car facilities in East Boston. Since the Parking Freeze was implemented, the number of off-airport rental car spaces within the area has been limited to 4,012. The number of off-airport park-and-fly spaces has been reduced from 2,475 spaces to 1,098.

Logan Airport is also under a parking freeze that caps the total number of airport spaces at 19,315. Massachusetts DEP oversees this Parking Freeze, which includes Massport property at Logan Airport. Today, there are 15,467 passenger spaces and 5,225 employee spaces at Logan.

## *South Boston Parking Freeze*

The BAPCC oversees a Parking Freeze in South Boston. Unlike the Parking Freeze in Boston Proper, the South Boston Freeze includes employee and general public parking spaces. Residential spaces are exempt. The South Boston Parking Freeze includes three zones: the area north of Summer Street that includes the South Boston Waterfront; the commercial/industrial area roughly between Summer Street and First Street and along Dorchester Avenue; and the residential area south of First Street. Massport properties are not included in the BAPCC Parking Freeze. DEP oversees the Parking Freeze that regulates parking on Massport property.

The South Boston Parking Freeze provides for a bank of 3,308 spaces, which is 10% above the total BAPCC Parking Freeze inventory. When the CA/T project is complete, the BAPCC may add an additional 10-percent to the Parking Freeze bank. The regulations also restrict 10% of existing spaces from being available between 7:30 and 9:30 AM to limit peak-hour travel. This restriction increases to 20% upon completion of the MBTA's Silver Line project in South Boston.



**The purpose of the East Boston parking freeze is to reduce off-airport parking and rental car facilities in East Boston. The number of off-airport park-and-fly spaces has been reduced from 2,475 spaces to 1,098.**



**DEP oversees the Parking Freeze in South Boston that includes Massport properties, such as the World Trade Center development site.**

### Restricted Parking Districts

Restricted parking districts are zoning tools that require developers to justify parking levels that will be built as part of the development project. Parking is considered a “conditional use” in these areas. Development projects must demonstrate the need for new parking, subject to BRA and Boston Zoning Board of Appeal approval. BTD and BAPCC provide input to the approval process. The zoning code does not require a minimum number of off-street spaces.

In a restricted parking district, the Board of Appeal shall grant a conditional use for an off-street parking facility, whether a parking lot, a public garage, or parking which is accessory or ancillary to any use other than a residential use, only if the Board of Appeal finds that the facility meets one or more of the following conditions:

- a. It will serve a traffic demand not adequately provided for by public transportation; or
- b. It will replace existing off-street parking spaces in one or more nearby parking facilities, or it will replace legal on-street parking spaces that have been physically eliminated through permanent modification or demolition; or
- c. It is accessory or ancillary to a use which by its nature does not contribute significantly to traffic flows during peak traffic periods; or
- d. The facility constitutes a temporary parking lot use of land and that serious intent to reuse the land for an allowed use within a specified period of time has been demonstrated to the satisfaction of the Board of Appeal.

Projects that undergo Article 80 Large Project Review, Institutional Master Plans and Planned Development Areas are not subject to the Restricted Parking District. However, the Restricted Parking District acts as a red flag to alert developers that the appropriate amount of parking must be carefully studied. For proposed projects subject to or electing to comply with Large Project Review, off-street parking spaces and off-street loading facilities are determined through the community review process.

### ROXBURY STRATEGIC MASTER PLAN

The Roxbury Strategic Master Plan is designed to establish a strategic planning agenda that will provide a framework to guide change and economic growth for the next ten to twenty years in Roxbury. The plan recognizes that a balanced transportation system that meets the needs of Roxbury residents, businesses, and visitors is intrinsic to enhancing quality of life in the neighborhood.

The lack of sufficient resident parking, the increasing number of commuters into the area, the growing demand for short-term parking for local businesses, and the need to provide parking for new developments are the realities facing Roxbury. The specific details of the plan are being shaped by an extensive public process. The Plan will allow for the development of Roxbury’s assets without unduly burdening the transportation system. The final plan will:

- Prohibit the development of satellite parking.
- Develop specific parking standards and ratios for new developments.
- Identify potential areas for resident parking programs.
- Encourage demand management and shared parking use.
- Recommend guidelines to develop specific strategies for neighborhood commercial areas.

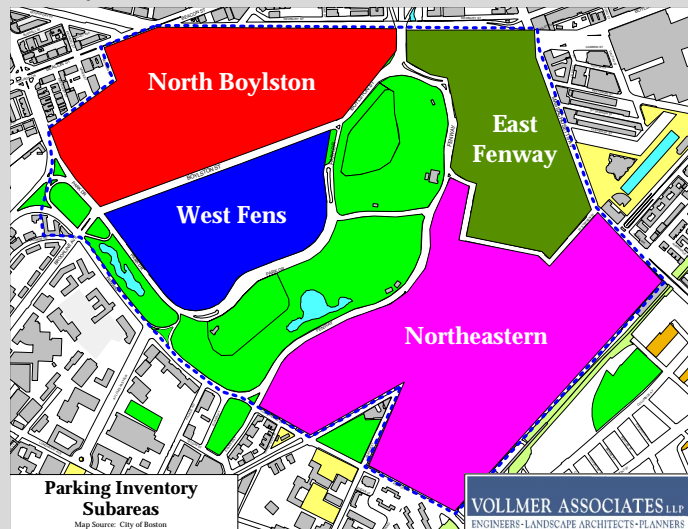
### DUDLEY SQUARE TRANSPORTATION AND AIR QUALITY STUDY

Dudley Square is the commercial and transportation hub of Roxbury. A joint BTD/BRA/DND effort, makes specific recommendations to ensure that the twin development of the Ferdinand Building (for the Department of Public Health) and Modern Electroplating site (into a 500 space parking garage) do not overwhelm this growing area. Among the study’s recommendations are a complete parking plan for Dudley Square, including:

- Controlled use of existing public parking facilities.
- Projections of future parking demands.
- On-street parking and loading regulations.
- Guidelines for use and access of the Modern Electroplating parking facility.

## Fenway-Kenmore Neighborhood Transportation Association

**Figure 15**  
**Fenway-Kenmore Area**



BTD and the BRA established the **Fenway-Kenmore Neighborhood Transportation Association (NTA)** in December 1998. The purpose of the NTA is to serve as a monthly public forum on development and transportation issues in the area. The NTA consists of community and business groups, residents, area institutions, advocacy groups, and public agencies.

### Principles of the Fenway NTA:

- Protect and enhance the quality of life of the Fenway neighborhood.
- Encourage the use of public transportation; create a pedestrian-friendly street environment; alleviate congestion and improve traffic circulation, and address off-street and on-street parking concerns.
- Develop strategies to manage the combined or cumulative transportation impacts of existing, under construction and proposed developments in the neighborhood.
- Keep traffic related to regional destinations on the highway system, protecting local residential streets for local traffic.

### Parking Related Accomplishments:

- Updated the parking inventory (Figure 15 and Table 6).
- Recommended parking ratios for new development.
- Conducted development review including number of proposed net new parking spaces.
- Recommended regulations of on-street parking spaces.
- Recommended Yawkey Station as a full-time commuter rail station and three-car trains on the MBTA to help reduce driving and parking in the neighborhood.

### Fenway Planning Task Force

In 1999, the City established the **Fenway Planning Task Force (FPTF)** to provide community input and representation in a rezoning process for the Fenway. The FPTF Transportation subcommittee meetings were scheduled to coincide with the already established Fenway NTA. Parking ratios for new development was a key concern. After updating the parking inventory and much discussion about limiting parking and still allowing development according to the community's vision, a maximum parking ratio of 0.75 spaces/unit and 0.75 spaces/1,000 gross square feet of non-residential development was recommended. The development of parking ratios through the district-based approach allows the City to tailor its zoning to the unique characteristics of each neighborhood, including the presence of transit, local street capacity, and general availability of parking.



**Planning for the Fenway-Kenmore area identified the importance of upgrading Yawkey Station to a full-time commuter rail station.**

**Table 6 - Fenway Parking by Subarea**

Subarea	On-Street Spaces	Off-Street spaces
North Boylston	544	5,286
West Fenway	752	1,410
East Fenway	812	1,142
Northeastern	893	2,207
Total	3,001	10,045

Source: BTD, as of July 2000



## PARKING IN BOSTON

### Civic Vision for Turnpike Air-Rights

In the fall of 1998, Mayor Menino appointed a citizens committee to develop guidelines to govern the use of air-rights parcels over the Boston extension of the Massachusetts Turnpike. (See Figure 16.) As part of this initiative, the BTD and BRA established a Transportation Working Group to address pedestrian safety, parking, and local and regional access.

The group released its recommendations in June 2000. Detailed guidelines were recommended to reduce allowable parking for new development as a means to encourage public transportation use. Mode share goals and desired parking ratios were identified for each parcel along the turnpike corridor. These are outlined in Table 7 below.

**Figure 16**  
**Massachusetts Turnpike Air Rights**



**Table 7 – Recommended Parking Goals for Turnpike Air Rights**

Recommended Goals	Existing Mode Share and Approved Parking Ratios
<b>Parcels 1-6</b> Mode Share – auto below 50% Parking Ratios: Hotel - .75/unit Office/ R&D – 1/1,000sf Retail – to be determined by CAC	<b>Parcels 1-6</b> Mode Share – auto 50-60% Parking Ratios: Hotel - .75/unit Office/ R&D – to be determined Retail – to be determined
<b>Parcels 7-10</b> Mode Share – auto below 30% Parking Ratios: Housing - .75 to 1/unit* Hotel - .5/unit Office/ R&D - .75 to 1/1,000sf Retail – to be determined by CAC Cinemas – to be determined by CAC	<b>Parcels 7-10</b> Mode Share – auto 30-40% Parking Ratios: Housing - .75/unit Hotel - .5-.9/unit Office/ R&D – 1.25-1.5/1,000sf Retail – to be determined
<b>Parcels 11-19</b> Mode Share – auto below 30% Parking Ratios: Housing - .75 to 1/unit* Hotel - .5/unit Office - .75/1,000sf Retail – none if possible Cinemas – to be determined by CAC	<b>Parcels 11-19</b> Mode Share – auto 30-40% Parking Ratios: Housing – 1.3-1.5/unit Hotel - .5-1/unit Office – 1.5-2/1,000sf Retail – none if possible Cinemas – to be determined
<b>Parcels 20-23</b> Mode Share – auto below 30% Parking Ratios: Housing – community review Hotel - .5/unit Office/ R&D - .75/1,000sf Retail – to be determined by CAC	<b>Parcels 20-23</b> Mode Share – auto ?% Parking Ratios: Housing – to be determined Hotel - to be determined Office – less than 1/1,000sf Retail - to be determined

\* Depends on unit type and demand.

Source – A Civic Vision for Turnpike Air Rights in Boston, Goody, Clancy & Associates.



## Action Plan

### Parking Districts

#### *Use District-based Parking Goals Based on Transit Access*

Off-street parking needs and impacts vary by location. The district-based approach addresses these differences as part of citywide efforts to reduce parking demands by employees and better manage the overall supply. For Example, in the downtown, BTD and BAPCC uses a ratio of 0.4 parking spaces per 1,000 square feet of commercial office development. Ratios in areas outside the Boston Proper Parking Freeze are based on mode share goals that reflect the location of the project relative to the transit system. BTD has worked with BAPCC, BRA and citizen groups to establish these goals for the Fenway-Kenmore and Turnpike air rights. See Tables 6 and 7 in the proceeding section that follows for additional information.

*District-based parking goals are detailed in Tables 8, 9 and 10 starting on page 29.*

#### *Increase the Availability of Short-Term Parking*

During strong economic times, short-term parking is difficult to find in Boston Proper. Efforts should be made to increase the availability of short-term parking (i.e., less than 4 hours) by reducing long-term/all-day parking demand. This will further increase pressure to shift employees to alternative, non-auto modes. The City should also investigate the development of an intermodal facility near the South Bay area that could provide short-term visitor and tourist parking with shuttle bus service to downtown.

#### *Reduce the Number of Off-Street Parking Spaces per Employee*

The City of Boston will establish a goal to reduce the number of off-street parking spaces per employee. The purpose is to provide an umbrella approach to the district-based and project-level approaches to reduce parking demand and auto use by employees. The reduction in parking will require shifting employees into other modes such as transit, bicycle use or walking. Short-term visitor and customer parking should be included in the calculation of the number of spaces per employee.

## PARKING IN BOSTON

### ***Encourage Remote Park-and-Ride at Regional Intermodal Facilities***

BTD will encourage the MBTA to continue to increase parking at regional transit stations and not local neighborhood stations to support increased transit use by employees and visitors to the city.

### ***Strengthen the Boston Proper Parking Freeze***

BAPCC has managed the off-street parking supply for 25-years without increasing the number of general public spaces. The “exempt” parking supply has increased to accommodate new commercial, residential and hotel demands

Consideration will be given to revising the Boston Proper Parking Freeze in a manner that encourages employees to shift to alternative modes, address residential parking needs and provide opportunities for short-term parking opportunities.

BTD will convene a Task Force consisting of BAPCC, BRA, Massachusetts DEP and representatives from neighborhood, public interest, business and environmental groups. The Task Force will examine the following potential modifications to the current Boston Proper Parking Freeze regulations:

- Allow exemptions for parking spaces below a 0.4 space per 1,000 square feet of commercial office development. Spaces above the ratio would be withdrawn from the Parking Freeze bank. Consideration should also be given to ratios that vary by location relative to the transit system and the downtown core.
- Allow operators of parking spaces within the new cap figure to charge a fee for use of the spaces by the general public as an economic incentive to reduce employee parking subsidies.
- Establish a bank of 2,000 spaces for distribution to non-exempt uses after approval of modification to the Parking Freeze.
- Create an exemption for short-term parking spaces with rates that are indexed to meter rates for the first four hours and that are kept off the market until after 9:30 a.m.
- Allow for trading for (market-based) value of Parking Freeze permits.

### ***Develop and Implement a System to Disseminate Parking Information***

BTD will work with parking garage operators to develop a system to inform motorists about parking information. The South Boston Waterfront would provide a good area for consideration due to: the limited number of property owners, public land ownership, an active Transportation Management Association, a high level of demand associated with infrequent visitors (e.g., convention attendees) and a concern about parking associated with the new development in the area. Consideration will be given to the following elements:

- Strategically placed directional signage with “real-time” information about the number of available spaces at each participating lot or garage.
- Integration of the system with other systems to distribute information via a range of media that include the internet, television, and highway signs.
- Dissemination of rate information
- Standardization of signage to protect consumers
- Capabilities to establish a reservation system for pre-payment of parking and reservation of a parking space prior to beginning the trip or en-route.

### ***Work with Transportation Management Associations to Support District-based Parking Approach***

Transportation Management Associations (TMAs) are organizations that bring together employees, retailers, business owners, public sector representatives, and others to address employee, visitors and customer transportation issues. BTD should continue to work with TMAs to foster support for and implementation of district-based parking approaches. TMAs also provide the opportunity to implement district-wide potential partner for the BTD to develop and implement district-wide parking information systems.

## District-Based Parking Goals

The City uses a district-based approach to manage off-street parking. These goals provide a broad policy framework that will:

- Serve as a guide for the community in each district in planning for their neighborhoods.
- Provide developers with broad standards to adhere to when designing their projects.
- Used as a starting point for district studies and rezoning efforts.

The goals are based on the unique characteristics of each neighborhood such as existing land use, available parking supply, housing density, local street capacity, and cumulative impacts of new and proposed development. The fundamental principal, however, is based on an area's access to public transportation. Districts with good transit access require less parking spaces per square foot or per unit. Even within districts, projects on streets closer to MBTA stations should have less parking spaces than streets further away.

Table 8 summarizes the parking ratio goals for Boston's neighborhoods. Tables 9 and 10 itemize the parking ratio goals for each city district, the minimum requirements in existing zoning, and the existing public transportation access.

Traditionally zoning laws included only minimum parking requirements for projects. This requirement is changing as awareness has increased about the economic and land use disadvantages of requiring parking spaces. As a result, minimum required parking spaces are being reviewed and potentially supplemented with maximum parking spaces. For any project subject to or electing to comply with Article 80 Large Project Review, required off-street parking spaces shall be determined through such review based on the parking ratio goals shown below.

Additional parking principles include the following:

- All development should accommodate associated parking and loading activity *onsite*.
- shares the existing parking supply between different users at different times.
- Make provisions for bicycle, car and vanpool sharing.

**Table 8 – Summary of District-based Parking Goals/Guidelines**

LOCATION	OFFICE/NON-RESIDENTIAL SPACES PER 1,000 SQUARE FEET	RESIDENTIAL SPACES PER UNIT <sup>2</sup>	HOTEL SPACES PER UNIT
Financial District/Government Center/ Bullfinch Triangle, North End, West End/ Massachusetts General Hospital, Beacon Hill, Chinatown/Leather District, Bay Village, Back Bay, South End (west of Tremont Street)	0.4	0.5-1.0	0.4
South End (east of Tremont Street), Boston Medical Center, Lower Roxbury/Crosstown	0.75-1.0	1.0-1.5	0.4
Dudley Square, Mission Hill	0.75-1.0	0.5-1.0	0.4
Longwood Medical Area, West Fenway/Kenmore, East Fenway	0.75	0.75	0.4
South Boston Waterfront	Down to 0.7 <sup>1</sup>	1.0-1.5	0.4
Allston/Brighton, Charlestown, Dorchester, East Boston, Jamaica Plain, Mattapan, Roxbury, South Boston (residential neighborhood)	<u>DISTANT FROM MBTA STATION</u> 1.0-1.5 <u>NEAR MBTA STATION</u> 0.75-1.25	<u>DISTANT FROM MBTA STATION</u> 1.0-1.5 <u>NEAR MBTA STATION</u> 0.75-1.25	
Hyde Park, Roslindale, West Roxbury	1.0-1.5	1.0-1.5	

- Notes: 1. With proposed MBTA improvements in place.  
2. Lower parking ratios may be appropriate for housing types such as elderly, lodging housed, transitorial housing, and group residences.



# PARKING IN BOSTON

**Table 9 – Parking Goals by Sections of the City within Boston Proper**

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
<b>BACK BAY</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange and Green Lines</li> <li>Commuter rail (Back Bay Station)</li> <li>Express and local bus</li> <li>Private commuter/shuttle services</li> <li>Back Bay TMA programs</li> </ul>
<b>BAY VILLAGE</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Hotel: 0.7 spaces/hotel room</li> <li>Residential: 0.7 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange and Green Lines</li> <li>Local MBTA bus routes</li> </ul>
<b>BEACON HILL</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Residential: 0.7 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Red Line</li> <li>Local MBTA bus routes</li> </ul>
<b>CHINATOWN/LEATHER DISTRICT</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Office: Maximum 1/1,500 square feet (Planned Development Area only)</li> <li>Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange and Red Lines</li> <li>Commuter rail (South Station)</li> <li>Express and local MBTA bus routes</li> <li>Private commuter/shuttle services</li> <li>Silver Line (under construction)</li> </ul>
<b>FINANCIAL DISTRICT/GOVERNMENT CENTER/BULFINCH TRIANGLE</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Parking requirements range from no parking required for any project to parking required for residential projects based on project location.</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>All rapid transit lines</li> <li>Commuter rail (North and South Stations)</li> <li>Express and local MBTA bus routes</li> <li>Water transportation</li> <li>Private commuter/shuttle services</li> <li>Silver Line (under construction)</li> <li>Artery Business Committee TMA programs</li> </ul>
<b>NORTH END</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Residential: 0.2-1.0 spaces/unit based on housing type or Floor Area Ratio</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange, Green and Blue Lines</li> <li>Commuter rail (North Station)</li> <li>Express and local MBTA bus routes</li> <li>Water transportation</li> <li>Private commuter/shuttle services</li> </ul>
<b>SOUTH END (EAST OF TREMONT STREET)</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Hotel: 0.7 spaces/hotel room</li> <li>Residential: 0.7 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Non-residential: 0.75-1.0 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange Line (north side of area)</li> <li>Local and CT MBTA bus routes</li> <li>Silver Line (under construction)</li> <li>Proposed Urban Ring</li> <li>Interinstitutional TMA programs</li> </ul>

**Table 9 (Continued) – Parking Goals by Sections of the City within Boston Proper**

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
<b>SOUTH END (WEST OF TREMONT STREET)</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Hotel: 0.7 spaces/hotel room</li> <li>Residential: 0.7 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange Line</li> <li>Commuter rail (Back Bay Station)</li> <li>Local and CT MBTA bus routes</li> <li>Back Bay TMA programs</li> </ul>
<b>SOUTH END (BOSTON MEDICAL CENTER)</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Hotel: 0.7 spaces/hotel room</li> <li>Residential: 0.7 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Non-residential: 0.75-1.0 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Local and CT MBTA bus routes</li> <li>Silver Line (under construction)</li> <li>Proposed Urban Ring</li> <li>Interinstitutional TMA programs</li> </ul>
<b>WEST END/MASSACHUSETTS GENERAL HOSPITAL</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Part of Boston Proper Parking Freeze</li> <li>Residential: 0.5-0.6 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Office: 0.4 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange, Green and Red Lines</li> <li>Commuter rail (North Station)</li> <li>Express and local MBTA bus routes</li> <li>Water transportation</li> <li>Private commuter/shuttle services</li> <li>Artery Business Committee TMA programs</li> </ul>

**Table 10 – Parking Goals by Section of the City outside Boston Proper**

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
<b>ALLSTON/BRIGHTON</b>		
<ul style="list-style-type: none"> <li>Office/Retail: 2.0 spaces/1,000 square feet</li> <li>Residential: 0.5-2.0 spaces/unit based on housing type</li> <li>Ongoing North Allston Neighborhood Strategic Plan</li> </ul>	<p><b><u>Distant from MBTA Station</u></b></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/ 1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><b><u>Near MBTA Station</u></b></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Green Line</li> <li>Local MBTA bus routes</li> </ul>
<b>CHARLESTOWN</b>		
<ul style="list-style-type: none"> <li>Office: 0.4-2.0 spaces/1,000 square feet based on Floor Area Ratio</li> <li>Retail: 2.0 spaces/1,000 square feet</li> <li>Residential: None-2.0 spaces/unit based on housing type, Floor Area Ratio or location</li> </ul>	<p><b><u>Distant from MBTA Station</u></b></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><b><u>Near MBTA Station</u></b></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/ 1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Orange Line</li> <li>Local MBTA bus routes</li> <li>Proposed Urban Ring</li> <li>Water transportation (Navy Yard)</li> </ul>

# PARKING IN BOSTON

**Table 10 (Continued)– Parking Goals by Section of the City outside Boston Proper**

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
<b>DORCHESTER</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District in the Savin Hill area</li> <li>Ongoing rezoning</li> <li>Office/Retail: 1.0-2.0 spaces/1,000 square feet</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type and Floor Area Ratio</li> <li>Restaurant: 4.0 spaces/1,000 square feet</li> </ul>	<p><u><b>Distant from MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><u><b>Near MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Red Line</li> <li>Commuter Rail at JFK/UMass</li> <li>Local MBTA bus routes</li> <li>Proposed Urban Ring</li> <li>Proposed improved Fairmount Line</li> </ul>
<b>EAST BOSTON</b>		
<ul style="list-style-type: none"> <li>East Boston Parking Freeze</li> <li>Municipal Harbor Planning initiative</li> <li>Office/Retail: 2.0 spaces/1,000 square feet</li> <li>Residential: 0.5-2.0 spaces/unit based on housing type</li> <li>Restaurant: 4.0 spaces/1,000 square feet</li> </ul>	<p><u><b>Distant from MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><u><b>Near MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Blue Line</li> <li>Local MBTA bus routes</li> <li>Proposed Urban Ring</li> </ul>
<b>EAST FENWAY</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Ongoing East Fenway Neighborhood Strategic Plan rezoning process</li> <li>Residential: 0.7 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Non residential including institutional research and development: 0.75 spaces/1,000 square feet</li> <li>Residential: 0.75 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Orange and Green Lines</li> <li>Commuter Rail at Ruggles Station</li> <li>Local and CT MBTA bus routes</li> <li>Proposed Urban Ring</li> </ul>
<b>HYDE PARK</b>		
<ul style="list-style-type: none"> <li>Office/Retail: Based on Floor Area Ratio</li> <li>Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio</li> </ul>	<ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> <li>Near MBTA stations, cost of parking for employees should be equal to or greater than transit cost</li> </ul>	<ul style="list-style-type: none"> <li>Commuter Rail</li> <li>Local MBTA Bus routes</li> <li>Proposed improved Fairmount Line</li> </ul>
<b>JAMAICA PLAIN</b>		
<ul style="list-style-type: none"> <li>Ongoing Jackson Square planning initiative</li> <li>Office/Retail: 2.0 spaces/1,000 square feet</li> <li>Residential: 0.2-1.5 space/unit based on housing type</li> <li>Hotel: 0.7 spaces/hotel room</li> </ul>	<p><u><b>Distant from MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><u><b>Near MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange Line and Green Line (E Branch)</li> <li>Local MBTA bus routes</li> <li>Proposed Urban Ring</li> </ul>



**Table 10 (Continued) – Parking Goals by Section of the City outside Boston Proper**

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
<b>LONGWOOD MEDICAL AREA</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Institutional Overlay District</li> <li>Residential: 0.6-0.9 spaces/unit based on Floor Area Ratio</li> </ul>	<ul style="list-style-type: none"> <li>Non residential including institutional research and development: 0.75 spaces/1,000 square feet</li> <li>Residential: 0.75 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Green Line</li> <li>Commuter Rail at Ruggles and Yawkey Stations</li> <li>Local and CT MBTA bus routes</li> <li>Private shuttle services</li> <li>Proposed Urban Ring</li> <li>MASCO Commute Works TMA programs</li> </ul>
<b>LOWER ROXBURY/CROSSTOWN</b>		
<ul style="list-style-type: none"> <li>Ongoing Roxbury Master Plan and rezoning</li> <li>Office: 0.5 spaces/1,000 square feet</li> <li>Residential: 0.2-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Non residential: 0.75-1.0 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Local and CT MBTA bus routes</li> <li>Silver Line (under construction)</li> <li>Proposed Urban Ring</li> </ul>
<b>MISSION HILL</b>		
<ul style="list-style-type: none"> <li>Ongoing planning initiative</li> <li>Office/Retail: 2.0 spaces /1,000 square feet</li> <li>Residential: 0.2-1.0 spaces/unit based on housing type</li> <li>Hotel: 0.7 spaces/hotel room</li> </ul>	<ul style="list-style-type: none"> <li>Non residential: 0.75-1.0 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange and Green Lines</li> <li>Local and CT MBTA bus routes</li> <li>Mission Link Bus</li> </ul>
<b>MATTAPAN</b>		
<ul style="list-style-type: none"> <li>Office/Retail: 2.0 spaces /1,000 square feet</li> <li>Residential: 0.2-1.0 spaces/unit based on housing type</li> <li>Hotel: 0.7 spaces/hotel room</li> </ul>	<p><u><b>Distant from MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet.</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><u><b>Near MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Red Line and Mattapan High Speed Trolley</li> <li>Local MBTA bus routes</li> <li>Commuter Rail at Morton Street Station</li> <li>Proposed Silver Line extension</li> <li>Proposed improved Fairmount Line</li> </ul>
<b>ROSLINDALE</b>		
<ul style="list-style-type: none"> <li>Office/Retail: Based on Floor Area Ratio</li> <li>Residential: 0.4-1.0/unit based on Floor Area Ratio</li> </ul>	<ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> <li>Near MBTA stations, cost of parking for employees should be equal to or greater than transit cost</li> </ul>	<ul style="list-style-type: none"> <li>Commuter Rail</li> <li>Local MBTA Bus routes</li> </ul>

**Table 10 (Continued) – Parking Goals/Guidelines by Section of the City outside Boston Proper**

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
<b>ROXBURY</b>		
<ul style="list-style-type: none"> <li>On-going Roxbury Master Plan and rezoning</li> <li>Office: 0.5 spaces/1,000 square feet</li> <li>Hotel: 0.7 spaces/hotel room</li> <li>Residential: 0.2-1.0 spaces/unit based on housing type</li> </ul>	<p><u><b>Distant from MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><u><b>Near MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Orange Line</li> <li>Local MBTA bus routes</li> <li>Proposed Urban Ring</li> <li>Proposed Silver Line extension</li> <li>Proposed improved Fairmount Line</li> </ul>
<b>ROXBURY (DUDLEY SQUARE)</b>		
<ul style="list-style-type: none"> <li>Ongoing Dudley Square Transportation and Air Quality Study process</li> <li>Office: 0.5 spaces/1,000 square feet</li> <li>Residential: 0.2-1.0 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Non-residential: 0.75-1.0 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 0.5-1.0 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Local and CT3 MBTA bus routes</li> <li>Silver Line (under construction)</li> <li>Proposed Urban Ring</li> </ul>
<b>SOUTH BOSTON (RESIDENTIAL NEIGHBORHOOD)</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Residential: 0.2-1.5 spaces/unit based on housing type or Floor Area Ratio</li> </ul>	<p><u><b>Distant from MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> </ul> <p><u><b>Near MBTA Station</b></u></p> <ul style="list-style-type: none"> <li>Cost of parking for employees should be equal to or greater than transit cost</li> <li>Non-residential: 0.75-1.25 spaces/1,000 square feet</li> <li>Residential: 0.75-1.25 spaces/unit based on housing type</li> </ul>	<ul style="list-style-type: none"> <li>Red Line (west of area)</li> <li>Local MBTA bus routes</li> </ul>
<b>SOUTH BOSTON (WATERFRONT AND FORT POINT)</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>Ongoing planning and rezoning</li> <li>Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio</li> </ul>	<ul style="list-style-type: none"> <li>South Boston Parking Freeze</li> <li>Non-residential: Gradually decrease parking ratio to 0.7 spaces/1,000 square feet</li> <li>Hotel: 0.4 spaces/hotel room</li> <li>Residential: 1.0-1.5 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Local and CT3 MBTA bus routes</li> <li>Water transportation</li> <li>Silver Line (under construction)</li> <li>Proposed Urban Ring</li> <li>South Boston Seaport District TMA programs</li> </ul>
<b>WEST FENWAY/KENMORE</b>		
<ul style="list-style-type: none"> <li>Restricted Parking District</li> <li>On-going planning and rezoning</li> <li>Residential: 0.7 spaces/unit</li> </ul>	<ul style="list-style-type: none"> <li>Parking Restricted Overlay District</li> <li>Non residential including institutional research and development: 0.75 spaces/1,000 square feet (max.)</li> <li>Residential: 0.75 spaces/unit (min. and max.)</li> </ul>	<ul style="list-style-type: none"> <li>Green Line</li> <li>Commuter Rail at Yawkey Station</li> <li>Local and CT MBTA bus routes</li> <li>Proposed Urban Ring service</li> </ul>
<b>WEST ROXBURY</b>		
<ul style="list-style-type: none"> <li>Office/Retail: 2.0 spaces/1,000 square feet</li> <li>Residential: 0.2-1.5 spaces/unit based on housing type</li> <li>Hotel: 0.7 spaces/hotel room</li> </ul>	<ul style="list-style-type: none"> <li>Non-residential: 1.0-1.5 spaces/1,000 square feet</li> <li>Residential: 1.0-1.5 spaces/unit based on housing type</li> <li>Near MBTA stations, cost of parking for employees should be equal to or greater than transit cost</li> </ul>	<ul style="list-style-type: none"> <li>Commuter Rail</li> <li>Local MBTA Bus Routes</li> </ul>